## SAILING DIRECTIONS CORRECTIONS

**PUB 125 7 Ed 2003 LAST NM 49/03**

Page 20—Line 25/R; insert after:

It was reported (2003) that the entrance width is approximately 91.5m. It is recommended that ships with a draft of 9m or greater enter and exit at HW.

(PUBS 028/03) 51/03

Page 21—Line 35/L; insert after:

It was reported (2003) that a wreck lies outside the harbor in approximate position 0˚53'S, 80˚43'W.

(PUBS 028/03) 51/03

Page 33—Line 5/R; read:

draft is 5.8m. This pier is used for general cargo. Pier No. 2 has an alongside depth of 11.6m. It can accommodate vessels up to 24,000 dwt and a draft of 9.5m.

(BA NP 7) 51/03

Page 34—Lines 52 to 56/R; read:

Muelle del Terminal Maritimo is the principal pier in the port. It is a finger pier, 360m in length, containing four berths, with alongside depths from 6 to 9.7m. Muelle del Pesquero, a fish wharf 221m in length, has a depth of 15m at its head.

(BA NP 7) 51/03

**PUB 145 9 Ed 2003 NEW EDITION**

(NGA) 51/03

**PUB 160 2 Ed 2002 LAST NM 49/03**

Page III—Lines 9/L to 44/R; read:

Sailing Directions are published by the National Geospatial-Intelligence Agency (NGA) under the authority of Department of Defense Directive 5105.40, dated 12 December 1988, and pursuant to the authority contained in U. S. Code Title 10, Sections 2791 and 2792 and Title 44, Section 1336. Sailing Directions, covering the harbors, coasts, and waters of the world, provide information that cannot be shown graphically on nautical charts and is not readily available elsewhere.

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**Lights and Fog Signals.—**Lights and fog signals are not described, and light sectors are not usually defined. The Light Lists should be consulted for complete information.

**National Ocean Claims.—**Information on national ocean claims, which has been compiled from the best available

**PUB 160 (Continued)**

sources, is provided solely in the interest of the navigational safety of shipping and in no way constitutes legal recognition by the United States. These non-recognized claims and requirements may include, but are not limited to:

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3. The establishment of a security zone, where a state claims to control activity beyond its territorial sea for security reasons unrelated to that state's police powers in its territory, including its territorial sea.

**Radio Navigational Aids.—**Radio navigational aids and radio weather services are not described in detail. Publication No. 117 Radio Navigational Aids and NOAA Publication, Selected Worldwide Marine Weather Broadcasts, should be consulted.

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**Winds.—**Wind directions are the true directions from which winds blow.

(NGA) 51/03

**PUB 172 9 Ed 2001 LAST NM 48/03**

Page 128—Lines 54 to 56/L; read:

80,000 to 400,000 dwt range; tankers greater than 265,000 dwt can only be partially loaded.

Pilotage is compulsory. Vessels must send an ETA 10 days, 72 hours, 48 hours, 24 hours, and 12 hours in advance. Any change to the ETA of over 3 hours must also be reported.

The

(BA NP 64; Fairplay; Guide to Port Entry) 51/03

Page 130—Line 25/L; read:

Ras Fintas.

Prevailing winds are from the NE from October to April and from the SW from May to September.

The harbor is protected by two breakwaters and has

(Fairplay) 51/03

Page 130—Line 28/L; read:

5.0m, along its NW face.

(Guide to Port Entry; Lloyd's Ports) 51/03

Page 165—Lines 42 to 47/L; read:

**Qalhat LNG Terminal** (22˚41'N., 59˚24'E.) (World Port Index No. 48240) is situated about 1.4 miles SE of the village. The terminal consists of two T-shaped jetties extending about 0.2 mile from shore in a semi-protected bay open to the sea.

**Oman LNG Home Page**

http://www.omanlng.com

**Winds—Weather.—**The terminal is sheltered, by the mountains to the S, from the strong winds of the Southwest Monsoon during the summer (June to September). During the remainder of the year, the terminal is exposed to the Northeast Monsoon.

Tides—Currents.—Currents are mainly tidal, but can be affected by the wind if blowing from the same direction for an extended period of time. Currents, which run parallel to the berthing face, are NW on the flood tide and SE on the ebb tide and rarely exceed a rate of 0.4 knot.

**Depths—Limitations.—**The LNG Jetty can accommodate vessels up to 125,845 dwt, with a maximum length of 310m and a maximum draft of 12.1m.

The MOF Condensate Jetty can accommodate vessels up to 13,000 dwt, with a maximum length of 140m and a maximum draft of 7.7m. An underkeel clearance of 2m is required to be maintained at all times.

Weather conditions which limit terminal operations are given in the accompanying table.

**Aspect.—**A conspicuous flare, 106m in height, is located in the terminal.

**Pilotage.—**Pilotage is compulsory for all vessels using the terminal. The pilot boards in position 22˚43.0'N, 59˚27.5'E. Berthing and unberthing can be done 24 hours.

**Regulations—**Vessels must send their ETA when departing their previous port. The ETA should also be sent 96 hours, 48 hours, 24 hours, and 5 hours prior to arrival. Any changes to the vessel's ETA should be sent, as follows:

1. A change of more than 12 hours from the initial ETA sent from the departure port.
2. A change of more than 6 hours following the 96-hour message and before the 24-hour message.
3. A change of more than 2 hours following the 24-hour message.

A**nchorage.—**Anchorage can be obtained about 2 miles E of the LNG Jetty, in a bottom of mud, sand, and shingle. Permission from the terminal is required to anchor.

**Caution.—**Fishing activity, mainly during the hours of darkness, occurs in the approaches to the terminal. Drift nets in excess of 1,000m long are used; both the nets and the fishing boats setting them are poorly lit. Because of this, approaching and departing the terminal should be made with caution, preferably maintaining a NE or SW course, as appropriate, until well clear of the coast.

(Guide to Port Entry; US NM 47/03, Section II) 51/03

Page 165—Line 47/L; insert after:

New table titled **Qalhat Terminal Operating Limitations**

**PUB 172 (Continued)**

from back of this Subsection.
(Guide to Port Entry) 51/03

Page 166—Line 55/R; insert after:

| **Mina Qabus Home Page** |
|---|
| http://www.pscoman.com |

(NGA) 51/03

Page 167—Lines 41 to 49/R; read:
pipelines. Berthing limitations are given in the accompanying table.

**Mina al Fahl—Berthing Limitations (2003)**

| Berth | Depth | Vessel size | Maximum draft |
|---|---|---|---|
| SBM No. 1 | 34m | 350,000 dwt | 18.5m. See Note 1. |
| SBM No. 2 | 43m | 554,000 dwt | See Note 2. |
| SBM No. 3 | 20m | 100,000 dwt | 14.0m |

**Note 1.—**This is the maximum berthing draft. The maximum departure draft is 21.5m.

**Note 2.—**No draft limitations.

(Fairplay; Guide to Port Entry; Lloyd's Ports) 51/03

Page 167—Table; replace with below:
New table titled **Mina Qabus—Berthing Facilities (2003)** from back of this Subsection. (Previously corrected in US NM 5/02.)
(Fairplay; Guide to Port Entry; Lloyd's Ports) 51/03

Page 187—Lines 6 to 7/L; read:
ENE from the inlet's W shore contains two quays; one is 90m long and the other is 60m long, both of which have an alongside depth of 4m. A drying sand bank extends about
(Fairplay) 51/03

Page 189—Line 54/R; read:
handle tankers of up to 275,000 dwt.
(Fairplay; Guide to Port Entry; Lloyd's Ports) 51/03

Page 190—Line 14/L; read:
When within range, contact the terminal on VHF channel 71.
(Fairplay; Guide to Port Entry; Lloyd's Ports) 51/03

Page 207—Lines 26 to 28/L; read:
**15.6 Khawr Umm al Qaywayn** (25˚34'N., 55˚36'E.) is an inlet comprising an extensive backwater in which
(NGA) 51/03

Page 207—Lines 41 to 43/L; read:
**Umm al Qaywayn** (Ahmed Bin Rashid) (Umm al Quwain) (25˚34'N., 55˚36'E.) (World Port Index No. 48272) is located on the peninsula of Umm al Qaywayn, which is connected with the mainland W of it by a narrow isthmus about 0.1 mile wide.

**Tides—Currents.—**Cross channel sets of up to 2 knots may be experienced in the approach channel.

**Depths—Limitations.—**The port is approached through a channel, which has a minimum depth of 10m, marked by lighted buoys and lighted beacons. The approach channel is 100m wide, increasing to a width of 160m at the N end of Berth No. 4 and connecting to a turning basin, with a diameter of 500m, at the S end of Berth No. 5.

There are two berthing facilities in the port. Details are given in the accompanying table.

**Aspect.—**A square fort near the
(Fairplay; Guide to Port Entry; Lloyd's Ports) 51/03

Page 207—Lines 49 to 58/L; read:
SSW of Umm al Qaywayn.
(NGA) 51/03

Page 207—Line 6/R; insert after:
New table titled **Umm al Qaywayn—Berthing Information (2003)** from back of this Subsection.
(Fairplay;Guide to Port Entry; Lloyd's Ports) 51/03

Page 207—Line 29/R; read:
and a length of between 186m and 230m, can be accommodated.
(Fairplay; Guide to Port Entry; Lloyd's Ports) 51/03

Page 208—Line 24/L; read:
## Sharjah Offshore Terminal
(NGA) 51/03

Page 208—Line 30/L; read:
vessels in excess of 80,000 dwt up to 150,000 dwt to moor, provided the vessel
(Guide to Port Entry; Lloyd's Ports) 51/03

Page 212—Line 21/R; insert after:
Vessels contact Umm al Nar Port Control, on VHF channel 9, as follows:

1. Two hours prior to arrival at Abu Zaby Fairway Buoy.
2. Upon arrival at Abu Zaby Fairway Buoy to confirm the ETA at the breakwater.
3. To report any changes to the ETA.

Vessels should maintain a continuous listening watch on VHF channels 9 and 67.
(Guide to Port Entry) 51/03

Page 213—Lines 50/L to 2/R; read:
**Depths—Limitations.—**SPM No. 1 is located about 3 miles ESE of the center of the production area, in a depth of

**PUB 172 (Continued)**

44.2m. SPM No. 2 is located about 2 miles SW of the center of the production area, in a depth of 45.7m. Berthing limitations are given in the accompanying table.
(Fairplay; Guide to Port Entry; Lloyd's Ports) 51/03

Page 213—Line 2/R; insert after:
New table titled **Fath Oil Terminal—Berthing Limitations (2003)** from back of this Subsection.
(Fairplay; Guide to Port Entry; Lloyd's Ports) 51/03

Page 214—Lines 1 to 2/L; read:
about 9 miles ESE of **Halat al Mubarraz** (24˚28'N., 53˚22'E.). Vessels up to 235,000 dwt, with a maximum draft of 13.5m, can be accommodated.
(Lloyd's Ports) 51/03

Page 215—Line 56/L; insert after:

**Abu Dhabi National Oil Company Home Page**

http://www.adnoc.com

(NGA) 51/03

Page 215—Lines 12 to 13/R; read:
**Depths—Limitations.—**Each SPM can accommodate vessels from 30,000 to 350,000 dwt, with a maximum draft of 21m.
(Fairplay; Guide to Port Entry; Lloyd's Ports) 51/03

Page 216—Line 2/R; insert after:

**Abu Dhabi National Oil Company Home Page**

http://www.adnoc.com

(NGA) 51/03

Page 216—Lines 29 to 43/R; read:
Vessels up to 450,000 dwt, with a maximum length of 377m in length, can be accommodated. Available depths at the berths range from 15.5m to 16.7m.

The Liquid Products Jetty is located at the end of a 3,000m long trestle jetty. The are three berths on the outer face of the jetty head. Bething limitations are, as follows:

| | | | |
|---|---|---|---|
| 1. | Berth B: | Minimum length | 118m |
| | | Maximum length | 280m |
| | | Minimum size | 91,000 dwt |
| | | Maximum size | 104,000 dwt |
| | | Depth alongside | 18.5m |
| 2. | Berth C: | Minimum length | 180m |
| | | Maximum length | 295m |
| | | Minimum size | 26,000 dwt |
| | | Maximum size | 130,000 dwt |
| | | Depth alongside | 18.2m |
| 3. | Berth E: | Minimum length | 180m |
| | | Maximum length | 360m |
| | | Minimum size | 20,000 dwt |
| | | Maximum size | 333,000 dwt |
| | | Depth alongside | 18.5m |

The Coastal Tanker Jetty extends WNW from a position about midway along the Liquid Products Jetty. It provides four tanker berths, with alongside depths of 8.7 to 9.4m. Vessels up to 9,100 dwt, with a length of between 70 and 118m, can be accommodated.

LNG Jetty, located about 0.3 mile SE of Liquid Products Jetty, offers an alongside depth of 15m to vessels loading LNG; vessels up to 125,000 cu.m., with a maximum loaded draft of 14.3m, can be accommodated.

The Bulk Cargo Terminal (FERTIL) lies about 0.9 mile SE of LNG Jetty. Bulk and break bulk fetilizer is handled on the E side of the pier. The berthing area is 512m long and can accommodate vessels up to 35,000 dwt, with a maximum length of 180 and a maximum draft of 11m. Three mooring dolphins at the N end of the pier are used by vessels loading anhydrous amonia. The approach to the berth and the turning basin E of
(Fairplay; Guide to Port Entry; Lloyd's Ports) 51/03

Page 217—Line 16/R; insert after:

**Abu Dhabi National Oil Company Home Page**

http://www.adnoc.com

(NGA) 51/03

Page 217—Lines 21 to 38/R; read:
**Depths—Limitations.—**Four loading berths are available, as follows:

1. Berth No. 2—A dolphin berth located about 0.5 mile NE of the S end of Jazirat Das.
2. Berth No. 3—A Single Point Mooring (SPM) buoy located about 1.2 miles E of Berth No. 2.
3. Berth No. 4—An LPG/LNG/sulfer facility located about 0.6 mile NNW of Berth No. 2. The berth has two platforms, close together, seaward of a T-headed jetty. The N platform handles pelleted sulfur. The S platform handles LNG/LPG vessels.
4. Berth No. 5—A sulfur-loading berth located between Berth No. 2 and Berth No. 4, consisting of a platform joined by a trestle jetty to the shore, with mooring dolphins on either side.

Berthing limitations are given in the accompanying table.
(NGA) 51/03

Page 217—Line 41/R; read:
range from 2.7 to 4.7m. Vessels up to 58m long can be accommodated.
(Lloyd's Ports) 51/03

**PUB 172 (Continued)**

Page 217—Line 41/R; insert after:
New table titled **Jazirat Das—Berthing Limitations (2003)** from back of this Subsection.
(Fairplay; Guide to Port Entry; Lloyd's Ports) 51/03

**PUB 173 7 Ed 2002 LAST NM 50/03**
Page 125—Lines 6 to 7/R; read:
of the inner harbor, has eight berths. In 1983 Jawahar Dock was extended to an overall length of 655m.
(BA NP 21) 51/03

Page 126—Line 32/R; read:
Vessels which are not awaiting berth on arrival are not to anchor N of
(BA NP 21) 51/03

Page 126—Line 37/R; insert after:
It is marked by a lighted buoy lying 0.2 mile E.
(BA NP 21) 51/03

Page 132—Line 53/L; insert after:
A new offshore oil berth has been added to accommodate tankers up to 150,000 dwt, 280m in length, and with a draft of 17m.
(BA NP 21) 51/03

Page 150—Line 20/R; insert after:
A dangerous wreck is situated in the outer approach to Lacam's Channel about 18 miles E of Eastern Channel Light
(BA NP 21) 51/03

Page 156—Line 38/R; insert after:

| **Port Authority of Chittagong** |
|---|
| http://www.cpabd.com |

(NGA) 51/03

Page 157—Line 49/R; insert after:
There are three main anchorage areas outside the harbor. Anchorage A is for vessels over 9m draft. Anchorage B is used by vessels entering port within 24 hours. Anchorage C is for vessels lightering and vessels not scheduled to enter port within 24 hours.
(NGA) 51/03

Page 246—Line 18/R; insert after:
A shoal, with a least reported depth of 5m, lies 0.5 mile S of Indira Point Light, which marks the S extremity of Great Nicobar Island.
(BA NM 43/03, Section IV) 51/03

**PUB 180 3 Ed 2002 LAST NM 49/03**
Page III—Lines 9/L to 44/R; read:
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**PUB 180 (Continued)**

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(NGA) 51/03

**PUB 200 4 Ed 2002 LAST NM 41/03**

Page III—Lines 9 to 10/L; read:

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(NGA) 51/03

Page III—Line 37/L; read:

Geospatial-Intelligence Agency. This information in provided

(NGA) 51/03

Page III—Lines 8 to 11/R; read:

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The Sailing Directions

(NGA) 51/03

## COAST PILOT CORRECTIONS

**COAST PILOT 3 36 Ed 2003 Change No. 21 LAST NM 50/03**

Page 175—Paragraph 32, lines 3 to 5; read:

**Manasquan River**. In August 2003, the controlling depth was 8.8 feet (10.5 feet at midchannel) in the inlet through the jetties, thence 3.2 feet (6.7 feet at midchannel) to the first ...

(BPs 181704-05) 51/03

Page 187—Paragraph 27, lines 3 to 5; read:

to the first bridge. In August 2003, the controlling depth was 8.8 feet (10.5 feet at midchannel) in the inlet through the jetties, thence 3.2 feet (6.7 feet at midchannel) to the first ...

(BPs 181704-05) 51/03

Page 190—Paragraph 76, line 7; read:

There are numerous small-craft facilities along Parker Run. (See the small-craft facilities tabulation on chart 12316 for services and supplies available.)

(CL 1052/03) 51/03

Page 191—Paragraph 91, lines 10 to 14; read:

20 feet. Two small-craft facilities just below the bascule bridge, on both sides of the river, have berths with electricity, gasoline, diesel fuel, water, ice, a pump-out station, dry storage and marine supplies. A 12-ton lift is available; hull, engine and electronic repairs can be made.

(CL 1052/03; CL 1185/03) 51/03

**COAST PILOT 3 (Continued)**

Page 192—Paragraph 101, lines 12 to 15; read:
about 0.5 mile below the bridges. A 7-ton lift and a 30-foot marine railway are available; engine, hull, electronic repairs can be made. Gasoline, dry storage, water, ice and marine supplies are also available.
(CL 984/03) 51/03

Page 192—Paragraph 105, lines 6 to 8; read:
drawbridge regulations.)
(NOS 12316) 51/03

Page 192—Paragraph 106, line 4; read:
Thorofare and continues southwestward. A small-craft facility southwest of the turn has water, ice, wet and dry storage, marine supplies, launching ramp, hull, engine and electronic repairs available.
(CL 1607/03) 51/03

Page 282—Paragraph 97, lines 4 to 7; read:
above the entrance. In February-April 2003, the controlling depths were 6 feet in the left half of the entrance channel and 1.7 feet in the right half of the entrance channel to Daybeacon 6A, thence 4.2 feet to the basin, thence 6 ...
(BP 181757; CL 1604/03) 51/03

Page 319—Paragraph 104, line 12; read:
**and 117.571**, chapter 2, for drawbridge regulations.) Gasoline, diesel fuel, berths, electricity, pump-out station, water and ice are available on the north side of the creek just east of the bridge.
(CL 728/03) 51/03

Page 331—Paragraph 59, lines 3 to 5; read:
well-marked dredged channels. In September 2002, the controlling depths were 4.5 feet (6.0 feet at midchannel) from Chesapeake Bay and 5.8 feet (6.9 feet ...
(CL 1588/03; BPs 181717-19) 51/03

**COAST PILOT 4 35 Ed 2003 Change No. 18**
**LAST NM 47/03**

Page 104—Paragraphs 1240 to 1259; read:

**Virginia**

**§117.997 Atlantic Intracoastal Waterway, South Branch of the Elizabeth River to the Albermarle and Chesapeake Canal.**

(a) The draw of the Belt Line Railroad Bridge, mile 2.6, in Portsmouth and Chesapeake will operate as follows:

(1) The bridge will be left in the open position at all times and will only be lowered for the passage of trains and to perform periodic maintenance authorized in accordance with subpart A of this part.

(2) The bridge will be operated by the controller at the Berkley Yard office.

(3) The controller will monitor waterway traffic in the area of the bridge and directly beneath the bridge with closed circuit cameras mounted on top of the bridge and with surface navigational radar.

(4) When the bridge closes for any reason, the controller will announce 30 minutes in advance, 15 minutes in advance, and immediately proceeding the actual lowering, over marine channel 13, that the Belt Line Railroad Bridge is closing for river traffic. In each of these three announcements, the bridge/train controller will request all concerned river traffic to please acknowledge on marine channel 13.

(5) The bridge shall only be operated from the remote site if closed circuit visual and radar information shows there are no vessels in the area and no opposing radio communications have been received.

(6) While the Belt Line Bridge is moving from the full open position to the full closed position, the bridge/train controller will maintain constant surveillance of the navigational channel to ensure no conflict with maritime traffic exists. In the event of failure of a camera or the radar system, or loss of marine-radio communications, the bridge shall not be operated by the off-site bridge/train controller from the remote location.

(7) If the off-site bridge/train controller's visibility of the navigational channel is less than \3/4\ of a mile, the bridge shall not be operated from the remote location.

(8) When the draw cannot be operated from the remote site, a bridgetender must be called to operate the bridge in the traditional on- site manner.

(9) The Belt Line mid-channel lights will change from green to red anytime the bridge is not in the full open position.

(10) During the downward and upward span movement, a warning alarm will sound until the bridge is seated and locked down or in the full open position.

(11) When the bridge has returned to its full up position, the mid- channel light will turn from red to green, and the controller will announce over marine radio channel 13, “Security, security, security, the Belt Line bridge is open for river traffic.” Operational information will be provided 24 hours a day on marine channel 13 and via telephone (757) 543-1996 or (757) 545-2941.

(b) The draw of the Jordan (S337) bridge, mile 2.8, in Chesapeake:

(1) Shall open on signal at any time for commercial vessels carrying liquified flammable gas or other hazardous materials.

(2) From 6:30 a.m. to 8:30 a.m. and from 3:30 p.m. to 5:30 p.m., Monday through Friday, except Federal holidays:

(i) Need not open for the passage of recreational or commercial vessels that do not qualify under paragraph (b)(2)(ii) of this section.

(ii) Need not open for commercial cargo vessels, including tugs and tows, unless 2 hours advance notice has been given to the Jordan Bridge Office at (757) 545-4695.

(3) Shall open on signal at all other times.

(c) The draw of the Norfolk and Western railroad bridge across the South Branch of the Elizabeth River, mile 3.6 at Portsmouth-Chesapeake, shall be maintained in the open position; except the draw may close for the crossing of trains and maintenance of the bridge. When the draw is closed, a

**COAST PILOT 4 (Continued)**

drawtender shall be present and the draw shall open on signal.

(d) The draw of the Gilmerton (US13/460) bridge, mile 5.8, in Chesapeake:

(1) Shall open on signal at any time for commercial vessels carrying liquified flammable gas or other hazardous materials.

(2) From 6:30 a.m. to 8:30 a.m. and from 3:30 to 5:30 p.m., Monday through Friday, except Federal holidays:

(i) Need not open for the passage of recreational or commercial vessels that do not qualify under paragraph (d)(2)(ii) of this section

(ii) Need not open for commercial cargo vessels, including tugs, and tugs with tows, unless 2 hours advance notice has been given to the Gilmerton Bridge at (757) 545-1512.

(3) Shall open on signal at all other times.

(e) The draw of the I-64 bridge across the South Branch of the Elizabeth River, mile 7.1 at Chesapeake, shall open on signal if at least 24 hours notice is given.

(f) The draw of the Dominion Boulevard (US 17) bridge, mile 8.8, in Chesapeake:

(1) Shall open on signal at any time for commercial vessels carrying liquified flammable gas or other hazardous materials.

(2) From 6:30 a.m. to 8:30 a.m. and from 4 p.m. to 6 p.m., Monday through Friday, except Federal holidays:

(i) Need not open for the passage of recreational or commercial vessels that do not qualify under paragraph (f)(2)(ii) of this section.

(ii) Need not open for commercial cargo vessels, including tugs, and tugs with tows, unless 2 hours advance notice has been given to the Dominion Boulevard bridge at (757) 547-0521.

(3) From Memorial Day to Labor Day, from 8:30 a.m. to 4 p.m., Monday through Friday, except Federal holidays, the draw need be opened only every hour on the half-hour.

(4) If any vessel is approaching the bridge and cannot reach the draw exactly on the half hour, the drawtender may delay the opening up to ten minutes past the half hour for the passage of the approaching vessel and any other vessels that are waiting to pass.

(5) Shall open on signal at all other times.

(g) The draw of the S168 bridge, mile 12 at Chesapeake (Great Bridge), shall open on signal; except that, from 6 a.m. to 7 p.m., the draw need be opened only on the hour. If any vessel is approaching the bridge and cannot reach the draw exactly on the hour, the drawtender may delay the hourly opening up to 10 minutes past the hour for the passage of the approaching vessel and any other vessels that are waiting to pass. Vessels in an emergency condition which presents danger to life or property shall be passed at any time.

(h) The draw of the Albemarle & Chesapeake Railroad bridge, mile 13.9, in Chesapeake, Virginia, shall be maintained in the open position; the draw may close only for the crossing of trains and maintenance of the bridge. When the draw is closed, a bridgetender shall be present to reopen the draw after the train has cleared the bridge.

(i) The draw of the Centerville Turnpike (SR 170) bridge across the Albemarle and Chesapeake Canal, mile 15.2, at Chesapeake:

(1) Shall open on signal at any time for commercial vessels carrying liquefied flammable gas or other hazardous materials.

(2) From 6:30 a.m. to 8.:30 a.m. and from 4 p.m. to 6 p.m., Monday through Friday, except Federal holidays:

(i) Need not open for the passage of recreational or commercial vessels that do not qualify under paragraph (i)(2)(ii) of this section.

(ii) Need not open for commercial cargo vessels, including tugs, and tugs with tows, unless 2 hours advance notice has been given to the Centerville Turnpike bridge at (757)547-3632.

(3) From 8:30 a.m. to 4 p.m., Monday through Friday, except Federal holidays, the draw need only be opened on the hour and half hour.

(4) If any vessel is approaching the bridge and cannot reach the draw exactly on the hour or half hour, the drawtender may delay the opening ten minutes past the hour or half hour for the passage of the approaching vessel and any other vessels that are waiting to pass.

(5) Shall open on signal at all other times.

(33 CFR 117.997; FR 10/16/03; CL 1647/03) 51/03

**COAST PILOT 4 35 Ed 2003 Change No. 19**

Page 115—Paragraph 1535, line 1; read:

(1) Vessels 300 gross tons or less, except for foreign vessels ...

(FR 11/10/03; CL 1732/03) 51/03

Page 116—Paragraph 1581, line 7; read:

estimated arrival and departure date for each destination of the voyage.

(FR 11/10/03; CL 1732/03) 51/03

Page 118—Paragraph 1594, line 1; read:

(c) *Seventh Coast Guard District*. Those foreign vessels ...

(FR 11/10/03; CL 1732/03) 51/03

Page 118—Paragraph 1602; read:

(3) Times for submitting NOAs are as follows:

| If your voyage time is– | You must submit an NOA– |
|---|---|
| (i) 96 hours or more; or | At least 96 hours before entering the port or place of destination; or |
| (ii) Less than 96 hours | Before departure but at least 24 hours before entering the port or place of destination. |

(FR 11/10/03; CL 1732/03) 51/03

**COAST PILOT 5 31 Ed 2004 NEW EDITION**

(NOS) 51/03

**COAST PILOT 6 33 Ed 2003 Change No. 21**
**LAST NM 48/03**

Page 192—Paragraph 159, lines 1 to 9; read:

In June 2003, the controlling depths were 18.1 feet (18.9 feet at midchannel) in the entrance and between the piers to the lower turning basin, with 18.7 feet in the west half of the basin and shoaling to 7.3 feet in the east half. The channel under the swing bridge just above the turning basin has depths of 13.4 feet under the E draw and 18 feet under the W draw, thence 16.7 feet (18.0 feet at midchannel) to the upper turning basin, with 14.6 to 20.0 feet in the upper basin, thence 11.3 feet (12.2 feet at midchannel) to the head of the project. The W section ...

(BPs 181417-18) 51/03

Page 234—Paragraph 310, lines 1 to 5; read:

In April 2003,the controlling depths were, 13.2 feet (22.3 feet at midchannel) in the entrance and outer basin channels to the piers, thence 17.9 feet (19 feet at midchannel) to the turning basin with 14.6 to 18 feet in the basin, thence 7.6 feet (11.4 feet at ...

(BPs 181250-51) 51/03

**COAST PILOT 7 35 Ed 2003 Change No. 18**
**LAST NM 48/03**

Page 133—Paragraph 1899, line 1; read:

(1) Vessels 300 gross tons or less, except for foreign vessels ...

(FR 11/10/03; CL 1732/03) 51/03

Page 135—Paragraph 1945, line 7; read:

estimated arrival and departure date for each destination of the voyage.

(FR 11/10/03; CL 1732/03) 51/03

Page 136—Paragraph 1958, line 1; read:

(c) *Seventh Coast Guard District*. Those foreign vessels ...

(FR 11/10/03; CL 1732/03) 51/03

Page 136—Paragraph 1966; read:

(3) Times for submitting NOAs are as follows:

| If your voyage time is– | You must submit an NOA– |
|---|---|
| (i) 96 hours or more; or | At least 96 hours before entering the port or place of destination; or |
| (ii) Less than 96 hours | Before departure but at least 24 hours before entering the port or place of destination. |

(FR 11/10/03; CL 1732/03) 51/03

Page 426—Paragraph 191, line 3; read:

In November 2001, the controlling depth was 35 feet.

(BP 176153) 51/03

**COAST PILOT 8 25 Ed 2003 Change No. 12**
**LAST NM 48/03**

Page 63—Paragraph 400, line 1; read:

(1) Vessels 300 gross tons or less, except for foreign vessels ...

(FR 11/10/03; CL 1732/03) 51/03

Page 65—Paragraph 446, line 7; read:

estimated arrival and departure date for each destination of the voyage.

(FR 11/10/03; CL 1732/03) 51/03

Page 65—Paragraph 459, line 1; read:

(c) *Seventh Coast Guard District*. Those foreign vessels ...

(FR 11/10/03; CL 1732/03) 51/03

Page 67—Paragraph 467; read:

(3) Times for submitting NOAs are as follows:

| If your voyage time is– | You must submit an NOA– |
|---|---|
| (i) 96 hours or more; or | At least 96 hours before entering the port or place of destination; or |
| (ii) Less than 96 hours | Before departure but at least 24 hours before entering the port or place of destination. |

(FR 11/10/03; CL 1732/03) 51/03

**COAST PILOT 9 21 Ed 2003 Change No. 15**
**LAST NM 48/03**

Page 63—Paragraph 394, line 1; read:

(1) Vessels 300 gross tons or less, except for foreign vessels ...

(FR 11/10/03; CL 1732/03) 51/03

Page 65—Paragraph 440, line 7; read:

estimated arrival and departure date for each destination of the voyage.

(FR 11/10/03; CL 1732/03) 51/03

Page 65—Paragraph 453, line 1; read:

(c) S*eventh Coast Guard District*. Those foreign vessels ...

(FR 11/10/03; CL 1732/03) 51/03

Page 65—Paragraph 461; read:

(3) Times for submitting NOAs are as follows:

| If your voyage time is– | You must submit an NOA– |
|---|---|
| (i) 96 hours or more; or | At least 96 hours before entering the port or place of destination; or |
| (ii) Less than 96 hours | Before departure but at least 24 hours before entering the port or place of destination. |

(FR 11/10/03; CL 1732/03) 51/03

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| Qalhat Terminal Operating Limitations | | | |
|---|---|---|---|
| | **Wind speed** | **Wave height** | **Visibility** |
| LNG Jetty | | | |
| Berthing | 25 knots | 2.0m | 1 mile |
| Cargo operations | 35 knots | 2.0m | — |
| Unberthing | 25 knots | 2.0m | — |
| MOF Jetty | | | |
| Berthing | 25 knots | 1.0m | 1 mile |
| Cargo operations | 35 knots | 1.0m | — |
| Unberthing | 25 knots | 1.0m | — |

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| Mina Qabus—Berthing Facilities (2003) | | | |
|---|---|---|---|
| **Berth** | **Length** | **Depth** | **Remarks** |
| No. 1 | 286m | 13.0m | Multi-purpose berth. See Note. |
| No. 2 | 183m | 13.0m | Multi-purpose berth. See Note. |
| No. 3 | 228m | 11.0m | Bulk cargo. |
| No. 4 | 183m | 10.9m | Containers. See Note. |
| No. 5 | 183m | 10.9m | Containers. See Note. |
| No. 6 | 198m | 9.7m | General cargo. |
| No. 7 | 183m | 9.6m | General cargo. See Note. |
| No. 8 | 183m | 9.6m | General cargo. See Note. |
| No. 9 | 122m | 4.0m | Private berth. |
| No. 10 | 183m | 4.0m | Private berth. |
| No. 11 | 183m | 9.0m | Private berth. |
| No. 12 | 160m | 8.0m | Private berth. |
| No. 13 | 152m | 2.0m | Private berth. |
| **Note.—**These berths are in line. Larger vessels can occupy part of a second berth, if necessary. | | | |

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| Umm al Qaywayn—Berthing Information (2003) | | | |
|---|---|---|---|
| **Berth** | **Length** | **Depth** | **Remarks** |
| Deep Water Wharf | | | |
| No. 1 | 130m | 5.5m | Vessels up to 30,000 gross tons, with a maximum length of 210m and a maximum draft of 9.8m, can be accommodated. |
| No. 2 | 115m | 7.5m | |
| No. 3 | 200m | 9.5m | |
| No. 4 | 400m | 10.0m | |
| Town Wharf | 800m | 4.0m | Vessels up to 1,000 gross tons, with a maximum length of 60m, can be accommodated. |

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| Fath Oil Terminal—Berthing Limitations (2003) | | | | |
|---|---|---|---|---|
| SPM | Vessel size | Maximum vessel | | Remarks |
| | | Length | Draft | |
| No. 1 | 70,000-300,000 dwt | 365.8m | 30.5m | Vessels up to 350,000 dwt may be accepted from May to October at the discretion of the terminal. |
| No. 2 | 50,000-300,000 dwt | 365.8m | 30.5m | |

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| Jazirat Das—Berthing Limitations (2003) | | | | |
|---|---|---|---|---|
| **Berth** | **Vessel size** | **Vessel length** | **Maximum draft** | |
| | | | **Berthing** | **Sailing** |
| No. 2 | 16,000-265,000 dwt (See Note 1) | 167.9-350.5m | 17.07m | 19.51m |
| No. 3 | 500,000 dwt | Minimum length of 244m | 22.0m | 24.0m |
| No. 4 | 100,000 dwt | LNG: 180-300m<br>LPG: 140-260m<br>Pentane: 135-300m | 14.0m (See Note 2) | |
| No. 5 | 8,500 dwt | Maximum length of 130m | 10.0m | |

**Note 1.—**168,000 dwt partially loaded.
**Note 2.—**Minimum draft allowed is 2.7m.

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